

MERCHANT MARINE QUESTION.

A Correspondent of "The Bulletin" relates his queer experience.

Editor Bulletin: Saturday's Bulletin contained an excellent article upon the commanders of coasting vessels, many of whom cannot talk enough English to be understood.

About a year ago an illiterate hodearrier named Ted Simpson, whose sea experience had been gained as mess-boy and dishwasher in a coasting steamer, undertook to take the schooner Moonlight from Seattle to Honolulu.

He knew no more about seamanship or navigation than a crow, but he claimed to have discovered some wonderful method of navigation by which he could find the vessel's position with two sticks. I need not say he got the vessel adrift. The crew, in despair, brought her into San Francisco. I was here engaged under a written contract to navigate the vessel to Mexico and back, which I did, though Simpson still remained in command.

When we reached Mazatlan Simpson complained that the consignees refused to pay the balance due on the cargo because he had no "chilly bath" on board, and he asked me privately what "chilly bath" meant. "Verdial agrediments" meant. (He was a North of England "Geordie" who could not talk English.) I finally discovered that he meant charter parties and verbal agreements. He had never heard of a charter party before and had only a verbal agreement, consequently we lost the balance due on the freight. I heard him tell a Mexican merchant that he would not go up the Gulf of Lower California for fear of being frozen in the ice. His appearance and queer manners rendered him the laughing stock of the place and produced such an impression upon every one with whom he came in contact that no merchant would trust him with a return cargo.

He came within an ace of wrecking the vessel on several occasions. He always insisted that the object of the lead line was to help the vessel along in light winds by heaving it ahead and hauling in rapidly. One morning while crossing the mouth of the Gulf of Lower California he swore he had seen an enormous iceberg coming down the gulf at an appalling rate of speed, but he promptly hove the lead and got the vessel out of danger. Coming into San Francisco with a fair wind and tide, he ran the vessel against Mission Rock wharf-use and drove the fib-boom through one of the grain sheds. If Mr. Newman (the mate) had not promptly checked her with the anchor she would have been stove in.

When Mr. Ahern, the Custom officer, asked the captain for the manifest he replied that he did not know what he meant.

Is there any reason why officers of sailing vessels should not pass the same examination as for steam craft? NEPTUNE.

—San Francisco Bulletin.

Rufus Choate's Joke in Court.

There was a recent legal decision in which the Supreme Court of Minnesota solemnly declares that you need not employ a drunkard for locomotive engineer. This recalls a story of a former distinguished Chief Justice of Massachusetts. Rufus Choate, in reading a long deposition in court several times said "sheeting" where the manuscript read "shirting." The Judge corrected him, but the blunder was repeated and, becoming impatient, the Judge growled out: "Sh-i-r-t spells shirt, Mr. Choate." "Yes, yes, your honor," said Choate, "but it did not require a decision of the Supreme Court to establish the fact."

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Mr. P. S. Kinzie
Washington, D. C.

Blood Poisoning

13 Running Sores Gave Way to Hood's Sarsaparilla.

"C. L. Hood & Co., Lowell, Mass.: 'Gentlemen—Thirteen years ago I was in Cour De Alene, now called Fort Sherman, Idaho. While there I went in swimming one day and caught cold, chilling the bone in my leg, causing a fever sore on my limb. The sore continued about three months, continually rotting my leg until it got up to my knee, when I had the limb amputated. My leg was so rotten that after the limb was amputated the foot dropped off. From this state I got blood poisoning and had

Thirteen Running Sores on my body. These sores continued from three to four years, my blood being in a terrible condition. After this I commenced taking Hood's Sarsaparilla. I used three bottles and found it did me good, so I kept on until I had used ten bottles or more. My blood was completely cleansed. The sores stopped running and have not troubled me any now for six years. My appetite and digestion are good and I am perfectly well. I owe my cure to Hood's Sarsaparilla. P. S. Kinzie, Washington, D. C.

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THE STANDARD STALLION

CREOLE

21,702

Record, 2:15.

Champion Hawaiian Record, 2:21 1-2.

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| <p>PROMPTER 226. Sire of Creole, 2:15 Eagle, 2:19; Apex, 2:20; Transit, 2:20; Walker, 2:20; Wales, 2:21; Chico, 2:24; end of the dams of Brilliant, time, 2:17; Vigor, 2:28.</p> | <p>BLUE BULL 75. Sire of Georgetown, 2:10; Zeo B, 2:17; Bessie, 2:17; and 56 others besides. 51 sires of 60 and 48 dams of 70 250 performers.</p> | <p>BLUE BULL (Prodena) 9. QUEEN. Sire of 2 in list and dams of 9 trotters and 2 pacers.</p> |
| <p>GRACE. Dam of Creole, 2:15; Eagle, 2:19.</p> | <p>FRANKIE BIRD, 2:28 1-4. Dam of Flight, 2:29; dam of Fleet, 2:18; 8th Fleet, 2:05.</p> | <p>FASHION. Dam of Prairie Bird 2:29 1-4. IOWA CHIEF 128. Sire of 5 in 2:30 list.</p> |
| <p>REVENGER 256. Sire of Bulwer, 2:20; Flight, 2:20; Shamrock (2), 2:25; and dams of Monroe, Prince, 2:25; Fresno, 2:19; From From (1), 2:21; Rose, 2:21; Goldie, 2:21; Tiffani, 2:25; Santa Rita, 2:25; 8th Fleet, 2:20; Fleet 2:18.</p> | <p>MARY, 2:40. (trial 2:21) Dam of Apex, 2:26; Sterling, 2:19; 5th Fleet, 2:19; dam of 2 in 2:20; Grace, 2:19; dam of Creole, 2:15.</p> | <p>TINLEY MAID. FLAXTAIL 87. Sire of 2 in 2:30; Empress, 2:19; and dams of 1.</p> |

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CREOLE is the gamest, fastest and best bred stallion that has ever been imported into the Hawaiian Islands. He reduced his record of 2:20 to 2:15 in Petaluma, Cal., August 24, 1894, distancing his whole field in the first heat; then again to 2:15 in stockton, Cal., September 23, 1894, winning the first heat in 2:15, fourth heat in 2:15, and fifth heat in 2:19, proving that he is a remarkably game as well as a speedy race horse. ("Creole by Prompter out of Grace by Buccareer shows that he is capable of getting a mark of 2:10 and is one of the gamest stallions ever this year, besides being game, is one of the best formed, and remarkably intelligent."—Breeder and Sportsman, Sept. 25, 1894.) He is 15 1/2 hands high and of powerful build throughout. His color is glossy black with one white hind foot. His disposition is all that could be desired, and his action superb. He is a sure foot getter.

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